

## University Region



The University Region serves ten counties in the heart of south-central Michigan including Clinton, Eaton, Hillsdale, Ingham, Jackson, Lenawee, Livingston, Monroe, Shiawassee and Washtenaw. The University Region's central location makes it the "crossroads" of the lower peninsula, with six major freeway corridors (I-69, I-75, I-94, I-96, US-23 and US-127) passing through the region as part of the national network of highways that supports commerce and international trade.

Three Transportation Service Centers (TSC) conduct core business activities of the Department in the Region: the Brighton TSC serves Livingston, Washtenaw and Monroe counties; the Lansing TSC, serves Clinton, Eaton, Ingham and Shiawassee counties, and; the Jackson TSC serves Jackson, Hillsdale and Lenawee counties.

The University Region is home to the state capitol and governmental functions, institutions of higher learning, including the state's two largest - the University of Michigan and Michigan State University, industrial and commercial centers and agricultural lands. This wide array of customers who depend on the surface transportation system provide exciting challenges for MDOT to continually find better ways to understand and meet their most important needs.

## Past Accomplishments

In 2003, the University Region continued to focus on both improving the freeway system and addressing the infrastructure needs in the Region's central business districts. The Region also continued its project coordination with local road agencies and other units of government. This has been successful in easing disruptions to local communities and regional motorists.

- In 2003, the Region completed the first phase of the reconstruction of M-50 (Main Street) between Chicago Street and M-124 in the Village of Brooklyn. A left-turn lane was also added to improve the capacity of the M-50/M-124 intersection. The second phase of the project will be completed in 2004 with the reconstruction of M-50 between Riverside Street and Chicago Street.
- A reconstruction project for a one-mile segment of M-52 (Main Street) between Bath Road and Lansing Road in the Village of Perry was completed in 2003. Streetscape improvements were also coordinated with this project. The improvements included adding brick paving, decorative street lights, new street furniture and ornamental trees to improve the aesthetic appeal and look of downtown Perry.
- A 2.5-mile pavement reconstruction of M-43 (Grand River Avenue) in the Village of Williamston was completed in 2003. This 3-stage project began in 2002 and also included the replacement of the M-43 Bridge over Deer Creek, replacement of curb and gutter and improvements to the storm sewer.
- The Region began its preparation for the 2004 reconstruction of the US-23/M-59 interchange by completing the freeway crossovers. This crossover work will expedite the interchange reconstruction, allows the Region to maintain two lanes of traffic in each direction and ensures the completion of the reconstruction in 2004. The new interchange will be a single-point urban interchange (SPUI) and will be the first full interchange of its kind in the state.
- The US-23 project in Monroe County was initiated and completed in 2003. It addressed the condition needs of US-23 between Ida Center Road and the Macon River (just north of M-50). This project included the reconstruction of 8.5 miles of pavement, upgrades to guardrail and barrier wall and improvements to 15 bridges and 3 interchanges along the corridor. The Region worked closely with the large retail chain Cabelas which is located in the northwest quadrant of the US-23/M-50 interchange. Cabelas previously funded the reconstruction of two ramps at the interchange and completed pavement work along M-50. This coordination allowed the Region to remove this work from the 2003 corridor reconstruction plans.
- The Region completed the reconstruction of the US-23 bridge over the Huron River and Conrail Railroad in the City of Ann Arbor. This bridge was in critical need of replacement and was advanced from the 2004 program.

- In 2003, the Region completed a capacity improvement project for the US-23/Plymouth Road interchange in the City of Ann Arbor. Two new loop ramps were added in the northwest and southeast quadrants and the current ramps were realigned to improve the flow of traffic onto and off of the freeway. The project was made possible by a Congestion Mitigation and Air Quality (CMAQ) grant provided from the Federal Highway Administration.

## **Five Year Road and Bridge Program**

The projects identified in this 2004 to 2008 Five Year Road and Bridge Program for the University Region total approximately \$534 million. Investments are allocated in the following manner:

|                                      |               |
|--------------------------------------|---------------|
| Preserve First                       | \$ 7 Million  |
| Road & Bridge Preservation           | \$493 Million |
| Capacity Improvements & New Roads    |               |
| Design & Pre-Construction Activities | \$ 34 Million |

In 2004, the University Region primary focus will be to improve the condition of the region's existing road and bridge system. Two extensive bridge projects will be completed in 2004 and will address the condition needs of the bridges along the US-23 and I-94 corridors.

Eleven bridges will be rehabilitated along a five-mile segment of US-23 in Milan Township in Monroe County. Twenty-one bridges will be rehabilitated along the I-94 corridor in Jackson and Washtenaw counties.

The Region will also continue its commitment to improve operations and maximize capacity along the existing highways at or near the region's high-growth areas. For example, the US-23 at M-59 Single Point Urban Interchange (SPUI) will be completed in 2004. In addition, Region and TSC staff will continue to work proactively with local units of government to identify ways, such as access management, to improve operational efficiency and safety, and to get the most out of the current surface transportation system.

Consistent with the State Transportation Commission Policy, Region and TSC staff are proactively investigating opportunities to improve the aesthetics of our highways and bridges. If practical, aesthetic treatments are included in the design features of bridge structures and roadsides. In the planning stages of urban reconstruction projects, MDOT works with local communities to identify and pursue funding for streetscape and landscape improvements.

For example, the reconstruction of M-50 (Main Street) in the Village of Brooklyn will be completed in 2004, and the planned reconstruction of the Capitol Loop in the City of Lansing. Both of these projects have had extensive cooperation with the local units of government. The Village of Brooklyn is coordinating a streetscape project, and the City of Lansing is coordinating a sewer project and a streetscape project with the road reconstruction projects.

## **Corridor Improvement Strategies**

The University Region continues to use a corridor approach to develop construction projects. All elements of the transportation system within a corridor are evaluated and repaired or rebuilt when work is planned. This reduces the number of times major construction occurs in a given area and focuses major construction activity to a few locations, leaving other routes available to motorists wishing to avoid construction zones.

## **Capacity Improvements and New Roads**

### **M-59 / I-96 to Old US-23 (Whitmore Lake Road), Livingston County**

The Draft Environmental Impact Statement for the widening of this segment of M-59 was completed in 2003. A Final Environmental Impact Statement will be completed in 2004. Right-of-way preservation has been under way for several years in this rapidly developing corridor. MDOT will proceed with design and right-of-way acquisition phases, which will be completed over a two year period beginning in 2004. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding.

### **I-94 / from M-60 to Sargent Road, Jackson County**

A Draft Environmental Impact Statement for the modernization of I-94 through Jackson was completed and approved by the Federal Highway Administration.

The Final Environmental Impact Statement is currently under way. The recommended alternative will establish a corridor improvement strategy and recommend a plan of action for modernizing and ultimately widening the I-94 freeway throughout the urban area. No funds have been identified to undertake these improvements.

### **I-94 / Baker Road, Washtenaw County**

This project involves the reconstruction of the existing interchange and the addition of new ramps in response to traffic congestion at this interchange. Heavy truck traffic combined with recent growth in the area generated the need for this project. The environmental clearance and right-of-way acquisition work for this project have been completed. Construction has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. An adjacent improvement, the I-94 Interchange at Zeeb Road was recently completed.

### **US-12 / Saline East City Limits to Munger Road, Washtenaw County**

US-12 is currently two-lanes in this location and is experiencing increasing congestion due to development in the metropolitan Ann Arbor area. MDOT is working with local communities and citizens to evaluate potential improvements. The Department completed an environmental assessment in 2003, which identified a preferred alternative. The proposed improvement is currently a combination of a four-lane boulevard & a five-lane roadway along the current US-12 alignment. The Finding of No Significant Impact (FONSI) is expected to be issued in 2004.

**US-127 / North of St. Johns to Ithaca, Clinton and Gratiot Counties**

An engineering study to develop a plan for improvements to US-127 north of St. Johns to Ithaca has been completed. In 2004 the Michigan Department of Transportation will continue with the re-evaluation of the previously approved Environmental Impact Statement and the preparation of final right-of-way plans. The acquisition of right-of-way has been deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. No construction funds have been identified and no construction dates have been targeted.

**US-23 / M-14 to I-96, Washtenaw and Livingston Counties**

In late 2002, the department initiated a study of the US-23 corridor between I-96 and Ann Arbor. Environmental clearance activities were subsequently deferred in 2003. When re-initiated, the study will examine existing conditions and future needs within the corridor. The completion of environmental clearance and design will take place in a future Five Year Transportation Program.

**I-96/Latson Road Interchange and the I-96/Grand River Ave. (Lake Chemung) Interchange, Livingston County**

This project is a proposed new interchange at I-96/Latson Road, and the reconstruction of the existing I-96/Grand River Avenue (Lake Chemung) interchange, just east of Howell. The environmental clearance (EIS) for this project has been completed.

The department received FHWA Interstate Discretionary funds (\$3.5 million) for the project. These funds were utilized for the Lake Chemung ramps in 2003. The new Latson Road interchange portion of the project is funded through the design only.

No funding is identified for construction until an agreement is negotiated with local jurisdictions and developers to provide the necessary right-of-way that is required.

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### UNIVERSITY

### BRIDGES

| COUNTY     | ROUTE(COMMON NAME) | P.F. | LOCATION                                    | TYPE OF WORK             | LENGTH | 2004 | 2005 | 2006 | 2007 | 2008 |
|------------|--------------------|------|---|--------------------------|--------|------|------|------|------|------|
| JACKSON    | US-127             |      | M-50 NB OVER US-127                         | BRIDGE REPLACEMENT       | 0.000  |      | CON  |      |      |      |
| LENAWEE    | M-34               |      | M-34 OVER BEAR CREEK                        | CULVERT REPLACEMENT      | 0.000  |      | CON  |      |      |      |
| LENAWEE    | M-52               |      | M-52 OVER BLACK CREEK                       | DECK REPLACEMENT         | 0.000  |      |      | CON  |      |      |
| LENAWEE    | US-223             |      | US-223 OVER MDOT RAILROAD AND M-34          | BRIDGE REPLACEMENT       | 0.000  |      |      | CON  |      |      |
| LENAWEE    | US-223 BR          |      | US-223 BR NB OVER SOUTH BRANCH RAISIN RIVER | SUBSTRUCTURE REPAIR      | 0.000  |      | CON  |      |      |      |
| LIVINGSTON | I-96 BL            |      | I-96 BL OVER SOUTH BRANCH SHIAWASSEE RIVER  | OVERLAY - SHALLOW        | 0.000  | CON  |      |      |      |      |
| MONROE     | I-75               | PF   | READY ROAD OVER I-75                        | SUPERSTRUCTURE REPAIR    | 0.000  | CON  |      |      |      |      |
| MONROE     | I-75               | PF   | DUNBAR ROAD OVER I-75                       | SUPERSTRUCTURE REPAIR    | 0.000  | CON  |      |      |      |      |
| MONROE     | I-75               | PF   | NORTH DIXIE HIGHWAY OVER I-75               | SUPERSTRUCTURE REPAIR    | 0.000  | CON  |      |      |      |      |
| MONROE     | I-75               | PF   | I-75 SB OVER BAY CREEK                      | SUPERSTRUCTURE REPAIR    | 0.000  | CON  |      |      |      |      |
| MONROE     | I-75               | PF   | I-75 NB OVER BAY CREEK                      | SUPERSTRUCTURE REPAIR    | 0.000  | CON  |      |      |      |      |
| MONROE     | I-75               |      | I-75 OVER CONRAIL RAILROAD, RAISIN RIVER    | OVERLAY - DEEP           | 0.000  |      | CON  |      |      |      |
| MONROE     | M-125              |      | M-125 OVER BRANCH SANDY CREEK               | BRIDGE REPLACEMENT       | 0.000  |      | CON  |      |      |      |
| MONROE     | M-125              |      | M-125 OVER OTTER CREEK                      | OVERLAY - DEEP           | 0.000  |      |      |      | CON  |      |
| MONROE     | M-125              |      | M-125 OVER LITTLE SANDY CREEK               | BRIDGE REPLACEMENT       | 0.000  |      | CON  |      |      |      |
| MONROE     | US-23              |      | US-23 SB OVER SALINE RIVER                  | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | PLANK ROAD OVER US-23                       | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | MILAN-OAKVILLE ROAD OVER US-23              | PAINTING COMPLETE        | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | SHERMAN ROAD OVER US-23                     | JOINT REPLACEMENT        | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | CONE ROAD OVER US-23                        | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | MILWAUKEE ROAD OVER US-23                   | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | US-23 NB OVER SALINE RIVER                  | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | US-23 SB OVER NORTH BRANCH MACON RIVER      | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | US-23 NB OVER NORTH BRANCH MACON RIVER      | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | US-23 SB OVER BEAR CREEK                    | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-23              |      | US-23 NB OVER BEAR CREEK                    | OVERLAY - DEEP           | 5.110  | CON  |      |      |      |      |
| MONROE     | US-24              |      | US-24 OVER CSX RAILROAD                     | OVERLAY - DEEP           | 0.000  |      |      | CON  |      |      |
| MONROE     | US-24              |      | US-24 OVER SANDY CREEK                      | BRIDGE REPLACEMENT       | 0.000  |      |      | CON  |      |      |
| SHIAWASSEE | M-52               |      | M-52 OVER SHIAWASSEE RIVER                  | BRIDGE REPLACEMENT       | 0.000  | CON  |      |      |      |      |
| WASHTENAW  | I-94               |      | I-94 EB OVER MILL CREEK                     | OVERLAY - DEEP           | 16.670 | CON  |      |      |      |      |
| WASHTENAW  | I-94               |      | GROVE STREET OVER I-94                      | DECK REPLACEMENT         | 0.000  |      | CON  |      |      |      |
| WASHTENAW  | I-94               |      | US-12 BUSINESS ROUTE, WHITTAKER OVER I-94   | MISCELLANEOUS BRIDGE CPM | 0.000  |      | CON  |      |      |      |
| WASHTENAW  | I-94               |      | US-12 OVER I-94                             | OVERLAY - DEEP           | 0.000  |      | CON  |      |      |      |
| WASHTENAW  | I-94               |      | US-23 SB RAMP OVER I-94                     | OVERLAY - DEEP           | 0.000  |      | CON  |      |      |      |
| WASHTENAW  | I-94               |      | US-23 NB OVER I-94                          | DECK REPLACEMENT         | 0.000  |      | CON  |      |      |      |
| WASHTENAW  | I-94               |      | RAWSONVILLE ROAD OVER I-94                  | OVERLAY - DEEP           | 0.000  |      | CON  |      |      |      |

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### UNIVERSITY

### BRIDGES

| COUNTY    | ROUTE(COMMON NAME) | P.F. | LOCATION                                    | TYPE OF WORK             | LENGTH  | 2004 | 2005 | 2006 | 2007 | 2008 |
|-----------|--------------------|------|---|--------------------------|---------|------|------|------|------|------|
| WASHTENAW | I-94               |      | I-94 EB OVER WIARD ROAD                     | MISCELLANEOUS BRIDGE CPM | 0.000   |      | CON  |      |      |      |
| WASHTENAW | I-94               |      | US-12 EB OVER I-94                          | MISCELLANEOUS BRIDGE CPM | 0.000   |      | CON  |      |      |      |
| WASHTENAW | I-94               |      | CONRAIL RAILROAD OVER I-94 WB               | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | PARKER ROAD OVER I-94                       | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 WB OVER DANCER ROAD                    | OVERLAY - DEEP           | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 EB OVER DANCER ROAD                    | OVERLAY - DEEP           | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | OLD US-12 OVER I-94                         | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | FREER ROAD OVER I-94                        | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | M-52 OVER I-94                              | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 EB OVER PIERCE ROAD                    | OVERLAY - DEEP           | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | NOTTEN ROAD OVER I-94                       | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 EB OVER CONRAIL RAILROAD               | OVERLAY - DEEP           | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 WB OVER MILL CREEK                     | OVERLAY - DEEP           | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | STATE ROAD OVER I-94                        | OVERLAY - DEEP           | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | SALINE ROAD OVER I-94                       | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 OVER AA RAILROAD                       | OVERLAY - DEEP           | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | HARRIS ROAD OVER I-94                       | DECK REPLACEMENT         | 0.000   |      | CON  |      |      |      |
| WASHTENAW | I-94               |      | I-94 OVER HURON RIVER                       | DECK REPLACEMENT         | 0.000   |      | CON  |      |      |      |
| WASHTENAW | I-94               |      | I-94 WB OVER PIERCE ROAD                    | OVERLAY - DEEP           | 0.001   | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 OVER I-94 BUSINESS LOOP                | OVERLAY - DEEP           | 0.001   | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | CARPENTER ROAD OVER I-94                    | OVERLAY - DEEP           | 0.000   |      | CON  |      |      |      |
| WASHTENAW | I-94               |      | WAGNER ROAD OVER I-94                       | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | I-94               |      | I-94 WB OVER WIARD ROAD                     | MISCELLANEOUS BRIDGE CPM | 0.000   |      | CON  |      |      |      |
| WASHTENAW | I-94               |      | KALMBACH ROAD OVER I-94                     | MISCELLANEOUS BRIDGE CPM | 16.670  | CON  |      |      |      |      |
| WASHTENAW | M-14               |      | CURTIS ROAD OVER M-14                       | OVERLAY - DEEP           | 2.670   |      |      |      | CON  |      |
| WASHTENAW | M-14               |      | M-153 CONNECTOR RAMP B OVER M-14            | DECK REPLACEMENT         | 2.670   |      |      |      | CON  |      |
| WASHTENAW | M-14               |      | M-153 CONNECTOR RAMP C OVER M-14            | DECK REPLACEMENT         | 2.670   |      |      |      | CON  |      |
| WASHTENAW | M-14               |      | M-14 OVER FLEMING CREEK                     | OVERLAY - DEEP           | 2.670   |      |      |      | CON  |      |
| WASHTENAW | M-14               |      | JOY ROAD OVER M-14                          | OVERLAY - EPOXY          | 2.670   |      |      |      | CON  |      |
| WASHTENAW | US-12 BR           |      | US-12 BUSINESS ROUTE, M-17 OVER HURON RIVER | SUPERSTRUCTURE REPAIR    | 0.000   |      |      |      | CON  |      |
|           |                    |      |   |                          | 104.117 |      |      |      |      |      |

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### UNIVERSITY REPAIR AND REBUILD ROADS

| COUNTY     | ROUTE(COMMON NAME)    | P.F. | LOCATION   | TYPE OF WORK                   | LENGTH | 2004 | 2005 | 2006 | 2007 | 2008 |
|------------|-----------------------|------|--|--------------------------------|--------|------|------|------|------|------|
| CLINTON    | M-21                  |      | ST JOHNS WEST CITY LIMITS TO CLINTON E COUNTY LINE | RESURFACE                      | 10.300 | CON  |      |      |      |      |
| CLINTON    | M-21                  |      | PEWAMO E CITY LIMITS TO ST JOHN'S WEST CITY LIMIT  | RESURFACE                      | 13.430 |      | CON  |      |      |      |
| CLINTON    | M-21                  |      | PEWAMO CITY LIMITS TO ST. JOHNS CITY LIMITS        | RESURFACE                      | 13.434 |      | CON  |      |      |      |
| EATON      | I-69 BL               |      | M-50 TO SB I-69                                    | RESURFACE                      | 5.373  | CON  |      |      |      |      |
| EATON      | M-99                  |      | EATON RAPIDS NORTH CITY LIMITS TO PIETRIEVILLE     | RESURFACE                      | 1.600  |      |      | CON  |      |      |
| EATON      | US-27 OLD             |      | CHARLOTTE EAST CITY LIMITS TO M-100                | RESTORATION AND REHABILITATION | 6.525  |      |      |      |      | CON  |
| HILLSDALE  | M-34                  |      | M-99 TO US-127                                     | RESURFACE                      | 10.598 |      | CON  |      |      |      |
| HILLSDALE  | M-99                  |      | HILLSDALE SOUTH CITY LIMITS TO BACON STREET        | RESURFACE                      | 0.890  |      | CON  |      |      |      |
| HILLSDALE  | M-99                  |      | BACON STREET TO FAYETTE STREET                     | RECONSTRUCTION                 | 1.050  |      | CON  |      |      |      |
| HILLSDALE  | US-12                 |      | MOSCOW ROAD TO LENAWEE COUNTY LINE                 | RESURFACE                      | 7.800  |      |      | CON  |      |      |
| INGHAM     | CAPITOL LOOP          |      | CAPITAL LOOP FROM MLK BOULEVARD TO LARCH STREET    | RECONSTRUCTION                 | 1.201  | CON  |      |      |      |      |
| INGHAM     | I-69 BUSINESS LOOP    |      | EAST OF HAGADORN TO OLD M-78, EAST LANSING         | RESURFACE                      | 3.227  |      |      | CON  |      |      |
| INGHAM     | M-36                  |      | US-127 TO MASON EAST CITY LIMITS                   | RESURFACE                      | 2.860  |      |      |      |      | CON  |
| INGHAM     | US-127                |      | M-36 TO I-96                                       | RESURFACE                      | 6.590  |      |      | CON  |      |      |
| JACKSON    | I-94 BUSINESS LOOP    |      | US-127 TO I-94                                     | RESURFACE                      | 2.505  |      |      |      | CON  |      |
| JACKSON    | I-94 EB               |      | SANDSTONE REST AREA                                | ROADSIDE FACILITIES - PRESERVE | 0.000  |      |      |      | CON  |      |
| JACKSON    | I-94 WB               |      | GRASS LAKE REST AREA                               | ROADSIDE FACILITIES - IMPROVE  | 0.270  |      |      | CON  |      |      |
| JACKSON    | M-106                 |      | SOUTH OF ELLIOT STREET TO BUNKER HILL ROAD         | RESURFACE                      | 7.790  |      |      | CON  |      |      |
| JACKSON    | M-106                 |      | BUNKER HILL ROAD TO M-52                           | RESURFACE                      | 9.211  | CON  |      |      |      |      |
| JACKSON    | M-99                  |      | SPRINGPORT VILLAGE LIMITS                          | RESURFACE                      | 1.150  |      | CON  |      |      |      |
| JACKSON    | M-99                  |      | DOWNTOWN SPRINGPORT                                | RECONSTRUCTION                 | 0.112  |      |      | CON  |      |      |
| LENAWEE    | M-34                  |      | M-156 TO BEECHER ROAD                              | RESTORATION AND REHABILITATION | 5.672  |      |      | CON  |      |      |
| LENAWEE    | M-50                  |      | NORTLEY TO M-52                                    | RESURFACE                      | 4.693  |      |      |      |      | CON  |
| LENAWEE    | M-50                  |      | HAND HIGHWAY TO NORTLEY HIGHWAY                    | RESURFACE                      | 5.472  |      |      |      | CON  |      |
| LENAWEE    | M-52                  |      | OHIO STATE LINE TO PINE STREET                     | RESTORATION AND REHABILITATION | 5.413  |      |      | CON  |      |      |
| LENAWEE    | M-52                  |      | M-50 TO US-12                                      | RESTORATION AND REHABILITATION | 4.320  |      |      |      | CON  |      |
| LENAWEE    | M-52                  |      | PINE STREET TO US-223 AT FAIRFIELD AND JASPER      | RESTORATION AND REHABILITATION | 5.541  |      | CON  |      |      |      |
| LENAWEE    | US-12                 |      | US-127 TO M-50                                     | RESURFACE                      | 7.430  |      |      | CON  |      |      |
| LENAWEE    | US-12                 |      | M-50 TO M-52                                       | RESURFACE                      | 11.284 | CON  |      |      |      |      |
| LENAWEE    | US-223 BUSINESS ROUTE | PF   | US-223 TO M-52                                     | RESURFACE                      | 2.026  | CON  |      |      |      |      |
| LIVINGSTON | I-96 BUSINESS LOOP    |      | M-59 TO GRAND OAKS DIVE                            | RESURFACE                      | 4.880  | CON  |      |      |      |      |
| LIVINGSTON | I-96 EB               |      | HOWELL REST AREA                                   | ROADSIDE FACILITIES - IMPROVE  | 0.000  | CON  |      |      |      |      |
| LIVINGSTON | M-36                  |      | WEST VILLAGE LIMIT OF PINCKNEY TO DEXTER ROAD      | RESURFACE                      | 1.162  | CON  |      |      |      |      |
| LIVINGSTON | M-59                  |      | I-96 TO MICHIGAN AVENUE AND AT EAGER ROAD          | RESURFACE                      | 3.968  |      | CON  |      |      |      |
| LIVINGSTON | M-59                  |      | AT US-23 INTERCHANGE                               | RECONSTRUCTION                 | 1.940  | CON  |      |      |      |      |
| MONROE     | M-125                 |      | LUNA PIER ROAD TO MONROE SOUTH CITY LIMITS         | RESURFACE                      | 8.050  |      |      |      | CON  |      |



# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## Repair and Rebuild Roads

### UNIVERSITY REPAIR AND REBUILD ROADS

| COUNTY     | ROUTE(COMMON NAME) | P.F. | LOCATION                              | TYPE OF WORK                     | LENGTH  | 2004 | 2005 | 2006 | 2007 | 2008 |
|------------|--------------------|------|---------------------------------------|----------------------------------|---------|------|------|------|------|------|
| MONROE     | M-125              |      | LOTUS DRIVE TO I-75 / M-125 CONNECTOR | RESURFACE                        | 4.762   | CON  |      |      |      |      |
| MONROE     | M-50               |      | BARNUM TO LEWIS AVENUE                | RESTORATION AND REHABILITATION   | 5.220   | CON  |      |      |      |      |
| MONROE     | US-23              |      | BRANCH OF MACON RIVER TO PLANK        | RESURFACE                        | 6.850   |      |      |      |      | CON  |
| MONROE     | US-24              |      | LUNA PIER ROAD TO DUNBAR ROAD         | RESURFACE                        | 7.100   |      | CON  |      |      |      |
| SHIAWASSEE | I-69 (I-69)        |      | PEACOCK ROAD TO SHAFTSBURG ROAD       | RECONSTRUCTION                   | 4.414   |      |      |      | CON  |      |
| SHIAWASSEE | I-69               |      | SHIAWASSEE RIVER TO EAST COUNTY LINE  | RESURFACE                        | 8.251   |      |      |      | CON  |      |
| SHIAWASSEE | M-21 (M-21)        | PF   | GOULD STREET TO SYLVIA DRIVE          | RESURFACE                        | 2.560   | CON  |      |      |      |      |
| SHIAWASSEE | M-21               |      | DELANEY TO CHESTNUT                   | RESURFACE                        | 0.500   | CON  |      |      |      |      |
| SHIAWASSEE | M-21               |      | WEST COUNTY LINE TO WEST OF DELANEY   | RESURFACE                        | 7.900   | CON  |      |      |      |      |
| SHIAWASSEE | M-52               |      | ARDELEAN TO NORTH COUNTY LINE         | RESURFACE                        | 6.919   |      |      |      |      | CON  |
| WASHTENAW  | I-94               |      | CHELSEA REST AREA                     | ROADSIDE FACILITIES - RELOCATION | 0.000   |      |      | CON  |      |      |
| WASHTENAW  | I-94               |      | I-94 INTERCHANGE AT RAWSONVILLE ROAD  | RECONSTRUCTION                   | 0.605   |      | CON  |      |      |      |
| WASHTENAW  | M-153              |      | FRAINS LAKE ROAD TO EAST COUNTY LINE  | RESURFACE                        | 3.407   |      |      |      |      | CON  |
| WASHTENAW  | M-52               |      | AUSTIN TO MAIN AND MAIN TO GEISKE     | RECONSTRUCTION                   | 1.680   |      |      |      |      | CON  |
| WASHTENAW  | US-12              |      | CARPENTER TO MUNGER                   | RESURFACE                        | 1.249   |      | CON  |      |      |      |
| WASHTENAW  | US-12              |      | US-23 TO SAUK TRAIL                   | MINOR WIDENING                   | 1.290   |      | CON  |      |      |      |
| WASHTENAW  | US-12              |      | SCHILL ROAD TO WEST OF AUSTIN ROAD    | RESURFACE                        | 2.390   |      |      |      | CON  |      |
| WASHTENAW  | US-12              |      | M-52 TO FELDKAMP ROAD                 | RESURFACE                        | 8.807   |      |      | CON  |      |      |
| WASHTENAW  | US-12              |      | FELDKAMP TO SCHILL ROAD               | MINOR WIDENING                   | 1.370   | CON  |      |      |      |      |
|            |                    |      |                                       |                                  | 253.041 |      |      |      |      |      |

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## New Roads and Capacity Improvements

### UNIVERSITY      CAPACITY IMPROVEMENT

| COUNTY     | ROUTE(COMMON NAME) | P.F. | LOCATION                                  | TYPE OF WORK         | LENGTH | 2004 | 2005 | 2006 | 2007 | 2008 |
|------------|--------------------|------|---|----------------------|--------|------|------|------|------|------|
| JACKSON    | I-94               |      | M-60 TO SARGENT ROAD                      | CAPACITY IMPROVEMENT | 9.010  | EPE  |      |      |      |      |
| JACKSON    | US-127             |      | JEFFERSON ROAD TO WETHERBY ROAD           | MINOR WIDENING       | 1.140  | CON  |      |      |      |      |
| LIVINGSTON | M-59               |      | BOOTH STREET TO WHITMORE LAKE ROAD        | CAPACITY IMPROVEMENT | 8.000  | PE   | PE   | PE   | PE   | PE   |
| LIVINGSTON | M-59               |      | EAST OF I-96 TO MICHIGAN AVENUE           | CAPACITY IMPROVEMENT | 3.650  | ROW  | ROW  |      |      |      |
| LIVINGSTON | M-59               |      | EAST OF I-96 TO MICHIGAN AVENUE           | CAPACITY IMPROVEMENT |        | PE   | PE   |      |      |      |
| LIVINGSTON | M-59               |      | EAST OF I-96 TO MICHIGAN AVENUE           | BRIDGE - IMPROVE     |        | PES  | PES  |      |      |      |
| LIVINGSTON | M-59               |      | I-96 TO OLD US-23                         | MISCELLANEOUS        | 12.000 | EPE  |      |      |      |      |
| WASHTENAW  | US-12              |      | EAST CITY LIMITS OF SALINE TO MUNGER ROAD | CAPACITY IMPROVEMENT | 6.500  | EPE  |      |      |      |      |
|            |                    |      |   |                      | 40.300 |      |      |      |      |      |

# FIVE YEAR HIGHWAY AND BRIDGE PROGRAM

## New Roads and Capacity Improvements

UNIVERSITY

NEW ROADS (CAPACITY EXPANSION)

| COUNTY     | ROUTE(COMMON NAME) | P.F. | LOCATION      | TYPE OF WORK  | LENGTH | 2004 | 2005 | 2006 | 2007 | 2008 |
|------------|--------------------|------|---------------|---------------|--------|------|------|------|------|------|
| LIVINGSTON | M-59               |      | I-96 TO US-23 | MISCELLANEOUS | 13.000 | ROW  |      |      |      |      |
|            |                    |      |               |               | 13.000 |      |      |      |      |      |